

JAPANESE CRUISER WRECKED; 500 ABOARD

FINAL
EDITION

The



World.

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EDITION

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GERMANS STORM FRENCH TRENCHES; HARD FIGHTING ALL OVER POLAND

M'CALL RODE IN CRUSH, BUT DID NOT KNOW SUBWAY WAS VIOLATING P. S. ORDER

Chairman of Commission De-
fends B. R. T. and In-
terborough.

PASSES UP THE BLAME.

Learned Only Sixty Days
That the Railways
Defied Orders.

Edward H. McCall, Chairman of the
Public Service Commission, was an all
day witness to-day before the Legisla-
tive Investigating Committee in City
Hall. At first he was affable, voluble
and smiling, willing to tell all about
the operations of the Commission and
his part in the work.

Later when he began to mire in the
quandary of his own statements he
grew wary and cautious. He went into
recondite details and avoided direct an-
swers. The principal points of his tes-
timony during the morning session
were these:

The Commission is too much
absorbed in contracts for the new
subway to give much attention to
complaints of citizens against ex-
isting service.
Overwhelmed with work from
morning until late at night.
Strong defense of the good in-
tentions of B. R. T. and Interbor-
ough officials to serve the public
and give best possible service.
Not aware that formal orders
of the commission to those same
railroads were being openly vio-
lated and the commission practically
defied.

He would have enforced the or-
ders if he had known they were
being defied.
Responsibility for his being
kept in ignorance passed to un-
happy employees of the commis-
sion.

Demand for widening the ter-
ritory of the New York City com-
mission to include Long Island
and Westchester County.

Favors having the city commis-
sion take supervision over the
telephone service and is opposed to
New York City being compelled to
pay the deficits of up-State
operations.

Chairman McCall said he had rid-
den in a subway crush during non-
rush hours, but did not know the
conditions were a violation of orders.
He declared that he did not know
until sixty days ago that orders to
the railways were being violated.

William Hayward, counsel to the
Legislative Committee, opened the
discussion with a mild and desultory
line of questions, very polite, very
gentle. He asked Mr. McCall about
his work and methods in the Commis-
sion.

"I was appointed to the Commission
by Gov. Bulwer about two years ago,"
said Mr. McCall. "Previous to that
time I had been ten years on the
Supreme Court bench, and had not
given any special attention to ques-
tions of public service regulation."

"After I joined the commission my
attention was largely taken up with
questions relating to the dual system
of subway contracts. Up to that
time, the commission, because of dif-
ference of opinion among its mem-

COMMISSIONER M'CALL,
PHOTOGRAPHED TO-DAY
AT P. S. HEARING



SUBWAY TIED UP AGAIN BY A SHORT CIRCUIT AND SMOKE

Northbound Locals Stalled
Nearly Half Hour by Times
Square Accident.

The subway was completely tied up
again this afternoon. All four tracks
between Eighteenth Street and Nine-
ty-sixth Street were out of business
for only three minutes, but the north-
bound local track was tied up for
nearly half an hour.

A workman for Holbrook, Cabot &
Rollins, contractors engaged at
Times Square in connecting the new
dual system with the present sub-
way, accidentally dropped an iron
bar on the third rail of the uptown
local tracks. A short circuit was
caused and there were puffs of smoke.

Two blocks away the station agent
at Times Square was notified and he
sent a call to the Interborough head-
quarters for the fire department and
for immediate shutting off of the
power. The order for the Fire De-
partment was revoked when it was
seen the trouble was not serious, but
the power on all four tracks between
Eighteenth and Ninety-sixth Streets
was shut off at 1.33.

Three minutes later the downtown
local tracks and both express tracks
were in operation again, but it was
1.39 before power was on again for
the uptown locals.

The ticket sale was stopped at the
Times Square station and there was
some excitement, but the lighting
system in the tube was not affected
and there was no excitement on
stalled trains.

Rose Coghlan, a Bankrupt.
Rose Coghlan, the actress, of No.
303 East One Hundred and Sixty-first
Street, filed a voluntary petition in
bankruptcy in United States Court
to-day. Her liabilities are \$25,000,
consisting of a mortgage and other
debts. She has no assets.

SNOW SHOVELERS STORM CITY OFFICE FOR HELD-UP PAY

Delay Caused by Errors Brings
400 Angry Men Down on
Commissioner Fetherston.

APPEAL TO THE MAYOR.

Many Workers, Tired and
Hungry, Walk From Bronx to
Municipal Building in Vain.

Four hundred men of the snow
clearing force stormed the offices of
Street Cleaning Commissioner Fether-
ston shortly after noon to-day and de-
manded pay for work done two days
ago.

All of the men are members of the
first reserve of the emergency snow-
fighting force, 12,000 of whom were
put to work at noon Tuesday. They
were to have been paid off beginning
at noon yesterday, but owing to errors
in the payroll made by the city em-
ployees, 1,000 are still unpaid and
won't be paid until 9 o'clock to-mor-
row morning.

Richard Cutting and John Martin
of No. 638 East One Hundred and
Seventieth Street, two of the unpaid
workers, were appointed a committee
to call on Mayor Mitchell and explain
the grievances of the men.

At the City Hall they were advised
to see Commissioner Fetherston. The
men then decided to storm Fether-
ston's office.

The cries of the men, as they waited
for an audience, many of them hurl-
ing epithets that were heard through
the building, attracted the attention
of Commissioner Fetherston. He sent
out word that if the men dispersed,
they could come back at 9 o'clock
to-morrow morning and get their
money at the paymaster's office on the
third floor.

"We want it now," raged the lead-
ers. "Many of us have walked down
here and haven't got carfare back or
the price of a meal."

Persisting in their demands for
prompt payment, the men were
joined by fresh recruits that piled
steadily up in the elevators. The situ-
ation looked serious, but the diplo-
macy of one of Commissioner Fether-
ston's clerks finally prevailed. Reluc-
tantly they scattered with many
complaints of "the deal handed to
them by the city."

"The best any of us stand to col-
lect—if we do, is \$2.40—and many of
us won't get that," said Martin. "All
those fellows whose handcarriers or
shovels were broken in handling the
heavy sleet are taxed \$2.20 for the
scrappers and \$1.20 for the shovels."

Martin and six other men walked
from the Bronx to collect their
money. Other taxes were levied upon
the men, they said, such as three
cents if they lost a red ribbon they
were given to wear on their sleeves.

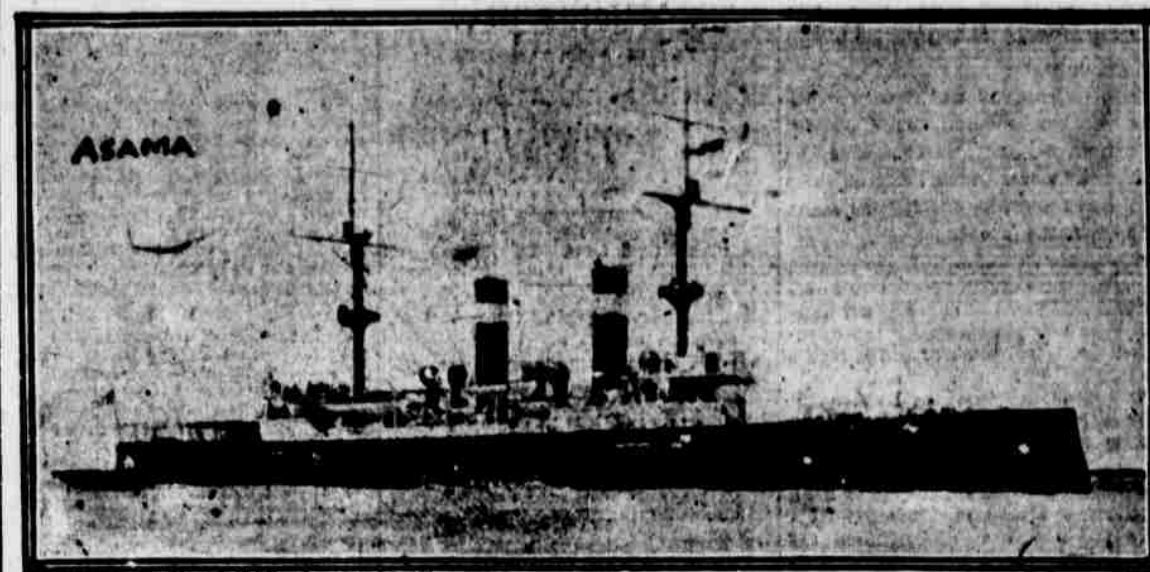
Four men, who had been turned
down at the district station at Fourth
Avenue and Forty-ninth Street,
Brooklyn, were exhausted when they
reached the Municipal Building. They
said they had stood from 8 o'clock
yesterday morning until 7 o'clock last
night waiting for their money, and
then were turned away.

Commissioner Fetherston placed
the blame for the hold-up in the
Finance Department, but there Shep-
pard Morgan, secretary to the Com-
ptroller, declared the delay was due
to the errors in the payroll made by
Fetherston's men.

"We got the payroll, totalling
\$30,000, at noon yesterday," he
stated. "It took twenty-seven of our
auditing experts to correct the
errors."

City Chamberlain Bruce and Com-
ptroller Frederick after investigat-
ing the stories of the unpaid snow

Japanese Cruiser, 500 Aboard, Is Wrecked in Pacific Ocean



From Scientific American.

Admiral Howard of American Fleet Reports the Asama Breaking Up Off Lower California —Vessel Has Notable Record.

WASHINGTON, Feb. 4.—Rear Admiral Howard, commander of the
Pacific Fleet, reported to the Navy Department to-day from his flagship
San Diego that the Japanese cruiser Asama with 500 men, was wrecked
about three hundred and fifty miles south of Port San Bartolome, Lower
California, and was breaking up.

No further details were given in
Admiral Howard's despatch and nothing
was said of the fate of the crew.

As the San Diego was at the city
of San Diego, Cal., to-day, navy offi-
cials assumed that the Admiral's mes-
sage was sent from there on informa-
tion received from an American vessel
off Ensenada.

At least three American warships
are in the Asama's vicinity and un-
der wireless orders from Rear-Ad-
miral Howard, undoubtedly are ac-
tively by this time to help the Japanese
cruiser. The collier Nanshan was at
La Paz on Jan. 30, the gunboat
Yorktown was at the same place the
same day, and the cruiser Maryland
was at Mazatlan.

At the Japanese Embassy no infor-
mation had been received of the wreck
and requests for information were at
once despatched to consular officials
on the Pacific Coast and the Govern-
ment at Tokyo.

Point Bartolome is on the Pacific
side of Lower California, Mexico, mid-
way of the peninsula. It is about
four hundred miles south of San
Diego and about three hundred miles
north of Magdalena Bay, where Am-
erican naval vessels in the Pacific
frequently rendezvous. Port Bartolo-
me is situated in an almost unin-
habited country.

The Japanese cruiser Asama has a
war record that dates back to the
battle of the Sea of Japan, May 27-28,
1905, on which occasion she received
the surrender of Rear Admiral Nebor-
astoff of the Russian navy. After this
fight she was engaged successfully
with the Russian cruiser Dmitri Don-
skoi, and it was from the decks of the
Asama that the Emperor of Japan re-
viewed the naval parade in Japan-
ese waters the latter part of October,
1905.

More recently the Asama has been
active in the Pacific. In November she
was reported as hovering outside of
Honolulu harbor, awaiting the coming
of a German warship, and in Janu-
ary of this year she was steaming up
and down the coast of Peru looking for
the German cruiser Prinz Eitel Fried-
rich.

The Asama was launched in 1898
and had a displacement of 2,750 tons.
She was 408 feet long, 60 feet beam,
and drew 24 feet of water. She had
four 8-inch guns, fourteen 6-inch
guns, twelve 15-pounders, seven 3.1-
pounders and five torpedo tubes. She
could steam 21.1 knots an hour.

Shovelers ordered the force of audit-
ors working on the payroll doubled.
To facilitate the work of paying off
the last of the 1,000 unpaid men the
paymaster's window will be opened at
9 o'clock to-morrow morning instead
of 8, the usual hour.

FRENCH DRIVEN OUT OF LINE OF TRENCHES; REPORT IT RETAKEN

Russians Claim to Have Captured
Town of Skempe in Their March
Toward Thorn, but Admit Serious
Resistance in Carpathians.

BELGIANS AND GERMANS IN A TWO-DAY BATTLE

In the reports to-day from Paris and Berlin mention is made
of German attacks on three lines of French trenches in the neigh-
borhood of Perthes, between Verdun and Rheims. Berlin declares
that the principal French position, extending a mile and one-half,
was captured, together with 7 officers, 601 soldiers and 9 machine
guns. The positive assertion is made that counter attacks were re-
pulsed.

The Paris report admits the loss of the trench, but insists
that it was later recaptured. It is declared that new trenches were
made and held at the same point. No mention is made by the
French of the loss of any men.

Fighting on the Vosges is reported by Paris and Ber-
lin. The Germans claim to have won an advantage. Paris declares
just the opposite, and adds that snow in the Vosges has begun to
melt. The first snow fell in November in the Vosges, and the
spring comes correspondingly early.

Russian claims to success in a battle to the north of the Vi-
stula River and the capture of an important town in Poland on the
Mae of their march to Thorn are offset by their admission that
the attempted invasion of Hungary and a drive toward Budapest
are meeting serious resistance.

Berlin announces and Petrograd admits that the German
troops have joined the Austrians in the Carpathians. Germans
claim important successes in that now covered country.

What Berlin claims were serious setbacks north of the Vi-
stula the Russians report as serious encounters. Berlin does not
even mention the town of Skempe, which the Russians report as
captured in a determined attack.

Both sides mention furious fighting on the great battlefield

(Continued on Second Page, First Column.)

HUEFFNERS GIVEN TWO TO FIVE YEAR TERMS IN PRISON

Parents Who Abandoned Four
Children Sent to Sing Sing
and Auburn.

George Hueffner and his wife Jean-
nette, who abandoned their four chil-
dren, Richard, aged four, and James,
aged two, in front of Gimbel's store
early last month, were sentenced to-
day by Judge Rosalesky to serve not
less than two and a half years
nor more than five and a half years
in prison. They pleaded guilty two
weeks ago and also admitted that
they had previously abandoned two
other children, one of whom died of
pneumonia induced by exposure.

Hueffner will serve his term in Sing
Sing and his wife in Auburn.
When Judge Rosalesky, before pro-
nouncing sentence, asked Hueffner
why he abandoned his little ones he
replied:

"Yes, because of my wife's nar-
cissism. She wasn't in good health
and couldn't stand to have them
around."
The woman agreed, "It was
all my fault."
Ernest K. Coulter, Superintendent

of the Children's Society, gave the
Court a history of the couple as gath-
ered by his investigators. They were
married in Atlantic City in 1908 and
had four children—Richard, four
years old; James, Earl and George,
the latter born on Sept. 12, 1914. Earl
died last December.

The investigation showed that each
of the children was born in a house
in Atlantic City the pair had a bad
reputation because of their treatment
of the little ones. At one time in At-
lantic City they were suspected of an
attempt to kill the three children they
at that time had by turning on the
gas and leaving them in the house.

The pair came to New York in Sep-
tember, 1913, bringing the two older
children and leaving Earl in the cus-
tody of a woman friend of Mrs.
Hueffner. They returned to Atlantic
City in the spring of 1914, and left
there again last August for New York.

Before leaving they tried to give the
boy Earl away, and Hueffner was
heard to remark that if nobody would
take a child they would drop him
from a car window.

On reaching New York the family
went to live in three furnished rooms
at No. 63 West One Hundred and
Seventieth Street. The child George was
born in Blooms Maternity Hospital. Neigh-
bors told the investigators that Mrs.
Hueffner took no care whatever of
her children while she lived in West
One Hundredth Street. Hueffner
was washed and attended to the infant,
but often went out with his wife in
the evening, leaving the four locked
in the rooms.

The Hueffners moved to West One
Hundredth Street Oct. 15, and in
November took the two younger chil-
dren out and abandoned them on a
cold, rainy night. George, the three-
year old, was left in the car barns in the
Avenue and Thirty-fourth Street. Earl
was abandoned in a hallway in East Fifty-seventh
Street. The father and mother
made any effort to learn where
because of them two little ones.

NEW ORLEANS RESULTS.

FIRST RACE.
Three and a half furlongs.—Lady
Atkins, 107 (Warrington), 15 to 1.
to 1 and 2 to 1, first; Lewis
per, 114 (Goose), 3 to 1, even and
3 to 1; second; Busy Alice, 111 (Dish-
man), 11 to 16, 2 to 4 and out, third.
Time, 63 2-5.

SAILING TO-DAY.

Alliance, Colon 3 P. M.
Jamestown, Norfolk 5 P. M.